

### Letter from Col. Fremont--Interesting Intelligence.

It gives us great pleasure to insert the subjoined letter from Col. Fremont, not only because it contradicts the exaggerated reports of deaths sustained by his party, and assures us of the intrepid explorer's own safety, after his two months' bold journey through the mountain wilds in mid-winter, but because his success seems fully to have established the favorable nature of the central route for a railroad in winter as well as summer.—[National Intelligencer.

PARAWAN, Iron County,  
Utah Territory, Feb. 9, 1854.

MY DEAR SIR:—I have had the good fortune to meet here our friend, Mr. Babbitt, the Secretary of the Territory, who is on his way to Washington, in charge of the mail and other interesting dispatches, the importance of which is urging him forward with extreme rapidity. He passes directly on this morning, and I have barely a few moments to give you intelligence of our safe arrival and of our general good health and reasonable success in the object of our expedition.

This winter has happened to be one of extreme and unusual cold. Here, the citizens inform me, it has been altogether the severest since the settlement of this valley. Consequently, so far as the snows are concerned, the main condition of our exploration has been fulfilled. We entered the mountain regions on the Huerfano River on the 3d of December, and issued from it here on the 7th of this month, arriving here yesterday afternoon. We went through the Coochatope Pass on the 14th December, with four inches—not feet, take notice, but inches—of snow on the level, among the pines and in the shade on the summit of the Pass. This decides what you consider the great question, and fulfils the leading condition of my explorations; and therefore I go no further into details in this letter.

I congratulate you on this verification of your judgment, and the good prospect it holds out of final success in carrying the road by this central line. Nature has been bountiful to this region in accumulating here, within a few miles of where I am writing, vast deposits of iron and coal, and timber, all of the most excellent quality; and a great and powerful interior State will spring up immediately in the steps of the Congressional action which should decide to carry the road through this region. In making my expedition to this point, I save nearly a parallel of latitude, shortening the usual distance from Green River to this point by over a hundred miles. In crossing to the Sierra Nevada, I shall go direct by an unexplored route, aiming to strike directly the Tejon Passes, at the head of the San Joaquin Valley, through which, in 1850, I drove from two to three thousand head of cattle that I delivered to the Indian commissioners. I shall make what speed I possibly can—going light, and abandoning the more elaborated survey of my previous line, to gain speed.

Until within about a hundred miles of this place, we had daguerreotyped the country over which we passed, but were forced to abandon all our heavy baggage to save the men, and I shall not stop to send back for it. The Delawares all came in sound, but the whites of my party were all exhausted and broken up, and more or less frost-bitten. I lost one, Mr. Fuller, of St. Louis, Missouri, who died on entering this valley. He died like a man, on horseback, in his saddle, and will be buried like a soldier, on the spot where he fell.

I hope soon to see you in Washington. Mr. Babbitt expects to see you before the end of March. Among other documents which he carries with him are the maps and report of Capt. Gunnison's party.

Sincerely and affectionately,

JOHN C. FREMONT.

Col. BENTON, Washington.

P. S.—This is the Little Salt Lake settlement, and was commenced three years since. Population now four hundred, and one death by sickness since the settlement was made. We have been most hospitably received. Mr. Babbitt has been particularly kind, and has rendered me very valuable assistance.

THE LATE FOREIGN NEWS.—The London Times says that the publication of the confidential papers of Sir Hamilton Seymour, detailing his conversations, &c., with the Emperor Nicholas, has produced a profound sensation in England. It has brought to light another important fact. As soon as Russia found it could not with bribes, &c., seduce England from its line of policy, the emissaries of Nicholas attempted the same thing with Louis Napoleon. While negotiating with England, Russia expressed contempt for France, and frequently took occasion to make that prominent. When Russia attempted to flatter France by offers of provinces in Africa, and on the Russian frontier, Louis Napoleon promptly declined to listen to any proposition of the kind. Without the knowledge of the other, each of the two western nations had been approached, and all the arts of diplomacy had been used to create a jealousy and mistrust between them. But all these well laid schemes have failed, and now that the facts in regard to each have come to light, there is a strong feeling of good will and confidence between England and France. The Times, in its history of this affair, awards the highest praise to the wisdom, discretion and good faith of Napoleon, and thinks he has elevated himself vastly above the level of Nicholas, and the kings of Austria and Prussia. It is a curious and remarkable phase in the drama of 1854, to see such language in the great English organ towards the Emperor of France, and he, too, a Bonaparte.

It is said that the Emperor of Russia, in retaliation upon the English government, will soon give to the world a series of letters written to him by eminent Englishmen, and by Prince Albert. This Queen's consort has been accused with siding against the popular opinion of England, and if letters establishing this fact are published, the sturdy English will soon make the three kingdoms too hot for him. We shall await developments with some interest.—[O. S. Journal.

The fine house at Yellow Springs, which has been kept as a watering place by Col. Mills, for the past eight or ten years, has been sold to Moses Grinnell, of N. Y., for the sum of \$50,000. It will be opened in a few weeks by Madame Kossuth, a sister of the Hungarian chief, and kept as a summer resort, as heretofore.

The Methodist Episcopal Church case, which is now before the supreme court of the United States, is an appeal from the decision of the Ohio circuit court, adverse to the claim of the southern portion of the Methodist Church to a share of the Cincinnati Book Concern. The counsel employed by the northern branch of the church is the Hon. Thomas Ewing. Henry Stanbery of Ohio, and Senator Badger, of North Carolina, are counsel for the southern branch. The argument of the appellants closed in the U. S. supreme court, Washington, on Saturday. The case excites great interest both at the north and south.

THE DARIEN SHIP CANAL EXPEDITION.—Reports from both the Atlantic and Pacific expeditions across the Isthmus of Darien, to explore the country for a ship canal, have been received. The result of their observations is, that the projected route is a continuous chain of mountains, with summits of 4000 feet. One portion of the Atlantic party is still on the way to the Pacific. The construction of the canal, according to the reports, is utterly impracticable.

The expedition was composed of a detachment of engineers sent out by the government of the U. States, France and England. The construction of a ship canal through the Isthmus seems to be impracticable. The expedition has been successful in settling this point—a very important one.

The American expedition suffered great hardships, by getting entangled in almost impassable mountain gorges and chapparal.

One of our editorial neighbors says the only reason why his dwelling was not blown away the other day was, because there was a heavy mortgage on it.

NEW DISCOVERIES. AT NINEVAH.—A letter dated Mosul, Jan. 12, to the Tribune, says: "Some late discoveries have been made in Koyunjik—a gorgeous triumph of an Assyrian king. His enemies, apparently Egyptians, fight valiantly, but at length flee in great confusion, while the victors cut off their heads as they overtake them, or pierce them through with spears. Captive women bear babes and skins of water and provisions on their backs; children crouch by their sides as their proud drivers prick them with their lances or beat them with their war-clubs. The men are manacled and scourged. A new palace has been uncovered in the ruins of Ninevah, a palace whose beauty excels any yet found in Assyria. Huge monsters, compounds of the lion, man and eagle, guard the entrances. The slabs are in fine preservation, representing the king and his officers at a lion hunt, a war scene and a victory, a state procession led by eunuchs, the king's chariot being drawn by men, with altars and priests and griffins; in fine, a picture of Assyrian manners and religion, as they were 3000 years ago. The slabs are to adorn the walls of the British Museum."

A STEAMSHIP TO TALK ABOUT.—An immense iron steamship is now constructing at the yard of Scott, Russell & Co., at Blackwall, near London, for the Eastern Navigation Company. She is to be a screw and paddle steamer. The dimensions will be nearly as follows: Tonnage, 10,000 tons, or builder's measurement 22,000 tons; extreme length, 700 feet; extreme breadth, 82 feet; depth of hold, 58 feet; with screw and paddle engines of the aggregate nominal horse power, 2,800 horse; stowage for coals, 10,000 tons; for cargo, 5,000 tons; 500 first class cabins, with ample space for troops and lower class passengers. Her entire construction will be similar to the tube of the Britannia's Bride, a kind of double ship, with a space of two feet eight inches between; of a cellular formation. She is to have 14 watertight compartments, most of them 40 feet apart. With these, it is said, she will carry out sufficient fuel for a voyage to Calcutta or Australia and back to England, and avoid the delay of lengthened stoppages and coaling which other steamships are subject to. It is expected that she will accomplish the voyage between England and India, by the Cape, in 30 or 33 days less time than the distance is at present done by sea-going steamers. She is to be completed in 18 months.

A CURE FOR DRUNKENNESS.—The London Spectator mentions a curious remedy, now in use in Swedish hospitals, for that form of madness which exhibits itself in an uncontrollable appetite for alcoholic stimulants, which we commend to those of our readers who profess an interest in the fate of the unfortunate drunkard. The process is thus described:

"We will suppose that the liquor which the patient is addicted to drinking is the commonest in the country—say gin. When he enters the hospital for treatment, he is supplied with his favorite drink, and with no other; if anything else is given to him, or any other food, it is flavored with gin. He is in heaven—the very atmosphere is redolent with his favorite perfume! His room is scented with gin; his bed, his clothes, everything around him; every mouthful he eats or drinks; everything he touches; every zephyr that steals into his room brings to him still gin. He begins to grow tired of it; begins to find the oppression intolerable; hates it; cannot bear the sight or scent of it; longs for emancipation, and is at last emancipated; he issues into fresh air a cured man; dreading nothing so much as the return of that loathed persecutor which would not leave him an hour's rest in his confinement. This remedy appears to have been thoroughly effectual, so effectual that persons who deplored their uncontrollable propensity, have petitioned for admission to the hospital in order to be cured; and they have been cured."

Thomas Francis Meagher wrote the following in reply to a Mr. Haughton, of Liverpool, who solicited his views upon American slavery. The same Haughton drew out a somewhat notorious reply from John Mitchell a few weeks since.

### Mr. Meagher on Slavery.

NEW ORLEANS, March 21.—Mr. Meagher presents his compliments to Mr. Haughton, and begs to state that he does not recognise in Mr. Haughton, nor any other person, nor the public generally, any right or title whatsoever to require from him an expression of opinion respecting the question of African slavery in America.

Mr. Meagher holds himself, upon all such questions, wholly irresponsible for his opinions, his silence, or his action, to Mr. Haughton, or to any other gentleman, or to the public at large, or any portion thereof.

Mr. Meagher begs leave to add, that he has taken the preparatory oath of allegiance to the constitution, laws and sovereignty of the United States; that he is not yet a citizen; that three years have yet to elapse before he will be one; that he postpones till then his declaration of opinion regarding African slavery in America, and every other question affecting the joint compact and constitution of the several states.—[Mitchell's Citizen.

THE EVER-YOUTHFUL PALMERSTON.—Unlike almost any other man in the world, he doesn't get fat, and he doesn't stoop; he doesn't totter; he doesn't use a stick or a wig, nor a list shoe, nor a top coat; nor does he look as if he ever could, would, or should do anything of the kind. See him in what weather you will, you always find him in the same temperature—always equable, always serene, yet always genial. Hail, rain or snow, out of doors it is always sunshine with him. In the dog-days or in December, other men come into the house either panting like so many semi-calined sugar-bakers, or shivering like recently-submerged skaters dragged out of the Serpentine by the barbarians of the Humane Society. But, be the thermometer at 99 Fahrenheit or 03 of Rheumar, Palmerston is never either hot or cold, and mentally the medium is seemingly the same.—[English Paper.

THE SAFEST SEAT IN THE CARS.—The frequency of collisions on railroads has raised the question, Which is the place of greatest security in a railroad train? The Railroad Journal gives the following as an answer: It is very well known that the car nearest the engine is exposed to the least dust, and the rear car of a train is generally safer than the front car. The safest is probably the last car but one in a train of more than two cars—that is, there are fewer chances of accident to this than any other. If it is in a way train at moderate speed, or any train standing still, a collision is possible from another train in the rear, in which case the last car receives the first shock. Again, the engine and the front cars of a train will often go over a broken rail, or a cow or a stone, without derailment, while the last car having nothing to draw it in the line of the train is free to leave the track. Next to the forward car, the rear car is probably the most unsafe in the train. The safest seat is probably near the center of the last car but one, and in a very long train, in the centers of the last two or three cars next to the last.

CAPITAL FOR YOUNG MERCHANTS.—It is a consolation for all right minded young men in this country, that though they may not be able to command as much pecuniary capital as they would wish to begin business with, yet there is a moral capital they can have, that will weigh as much as money with people whose opinion is worth having. And it does not take long to accumulate a respectable amount of this capital. It consists in truth, honesty and integrity; to which may be added decision, firmness, courage and perseverance. With these qualities there are few obstacles which cannot be overcome. Friends spring up and surround such a young man as if by magic. Confidence flows out to him, and business accumulates on his hands. In a few years such a young man is in advance of many who started with him. Moral capital is the thing after all.—[Hunt's Merchant's Magazine.